



Skywriter

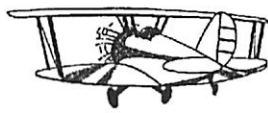


Monthly Newsletter of the Calgary Ultralight Flying Club

August 1993

Off We Go ...

by Wayne Winters



Can you believe it? The days are getting shorter and summer is already half over. I'm afraid that it is all down hill from here. Next will be frost and then snow. I guess it could be worse, we could be living in the mid-USA where all their airplanes that are not on pontoons have been washed away. When you think of it, being in a cooler, ever changing environment that does not have the disaster attachment, can't be a bad way to go after all!

Family Fun Fly

As you all know by now, the family fun fly slated for Saturday, July 24, got washed out. All day the weather was on again, off again, until afternoon when it changed to just plain lousy. We had hoped that after bad weather for the Stampede that it would be safe for the week after. Ha!

We are now going to shoot for a weekend in late September or early October. Bring your ideas of what would be a good time to the September meeting, and we will decide there when we should have it. The weather is usually nice in September and early October. Maybe we should go for a breakfast fly-in type rather than an evening. Please give it some thought.

Following is a list of the events we had planned for July 24th.

1. ALTITUDE GUESSING - Pilots will be assigned an altitude to fly at and the crowd will write their estimates of altitude down for each aircraft as they fly over the field. Aircraft without altimeters will be included with special instructions.

2. POWER-ON SPOT LANDINGS - Each pilot will be given two chances to land with power on and the closest to the line wins. Touchdowns before the line will be disqualified and in the event of a bounce, the point where the aircraft stayed on the ground will be counted. Point of contact will be taken from the main wheels, not the nose or tail wheels.

3. POWER-OFF SPOT LANDINGS - The same rules as above will apply with three differences. One, the landing will be done without power (engine at idle). Two, the power-off descent will be made from 500 ft AGL. Finally, three tries will be allowed. If power is used the landing will be disqualified.

4. TIMED FLIGHT - Pilots will estimate the time it will take them to fly to the intersection of the Bow and Highwood Rivers and back to the airport. The distance is about 6 miles. Time will be taken from point of lift-off until the aircraft flies over the wind sock at the centre of the field, on its return. The winner will be the pilot who comes closest to his (her) estimated elapsed time.

5. FLOWER BAG DROP - The pilot will attempt to drop a bag of white flour on a target from a minimum height of 50 ft. Their ground crew member will mark the best of three tries. Closest to target wins.

6. BEAN BAG CATCH - When the pilot flies over at 50 ft. he (she) will drop a bean bag and see if his (her) ground crew member can catch it. After 3 tries the crew with the most catches wins.

Next Meeting

Don't forget our next meeting will be Wednesday, September 1, 1993. Be sure to be there because there will be some entertaining video footage from some of the recent members' escapades, including Oshkosh reports.

Red Deer International Airshow

For about the past 5 years members of C.U.F.C. have been invited to fly their airplanes to Red Deer for the air show and have them on static display, as well as provide a flying demonstration for the morning crowd. It is an excellent opportunity for us to dispel the myth that ultralights are not airplanes but "arm chairs with motors". We have always been received very well, and this year was no exception.

We started out with five aircraft that were going to attend and ended up with only two at the show. Bob Kirkby flew his Renegade up Friday afternoon and I am sure thought that he was going to be the only one. I had planned to leave early Saturday morning in the E-Z Flyer, and at 0600 hours was airborne and on my way. There was a very strong, but steady, westerly breeze which required a crab angle that gave me a perfect straight ahead view of the mountains to the west, although I wanted to head straight north. One hour into the flight, at Airdrie (about 1/3 of the way) I came to the grim realization that this was going to be a long 90 miles. My ground speed was about 30 mph. My intent was to make it to the Olds/Didsbury strip to re-fuel. With about 20 minutes of fuel and 10 miles to go, it dawned on me that trying would not be prudent. Nothing is as fun as running out of fuel on final. I started looking for roads and to my
(continued on page 2)

pleasure, close by was a hay field with bales. I sighted a wide enough spot, pulled the power, lined up and made an almost vertical descent into the wind.

One re-fuel, one walk around and one zig zag through the bales later and I was again on my way to Red Deer. I had phoned and told Red Deer Flight Services that I was coming and I would be there between 0800 and 0830 hours. By this time I was late, but at least my radio was working well because I had been talking to Calgary en route. When I arrived at Red Deer I felt like a Steerman pilot flying across Pearl Harbour at the height of the Japanese attack. Airplanes everywhere, all trying to get into the airport before the airshow curfew. A couple of tight turns and tense moments later I was on the ground and taxiing into the static display area. Total flight time was 3 hours, 5 minutes.

It is really an enjoyable thing to do - the airshow. You get to run into a lot of club members, etc., as well as tell people about flying ultralights. Gord Tebbutt stayed for both days and between him, Bob and myself we must have talked to at least 18,000 people.

After watching the Snowbirds we came to the conclusion that our ultralight flying display could use some work. We think that some of the starburst maneuvers would look good for next year. We'll have to be careful though, because we don't want to steal the show!

Bob decided to stay over Sunday night and return home on Monday. I had flights booked and left Red Deer at about 1730 hours. There was a good breeze blowing from the NW and I was certain that by the time I got airborne it would change to directly out of the south, the direction I was heading. It always happens, if I have a head wind going, I will have a head wind returning. In fact, if I ever get disoriented (lost, in civilian terms) I just head into the wind. Guaranteed that is where my destination is.

Well, to my surprise and delight the wind did not switch, and the flight home turned out to be one of the all time best flights I have ever had. Picture this - not a cloud in the sky, warm, yet very smooth air, and a tail wind pushing you along. Visibility was from horizon to horizon and from only 5 to 600 ft above the ground I could pick out destinations along the way. I sat back and relaxed as the engine was purring along and upon looking down, it seemed as if someone was running invisible fingers through the green fields and in the same direction I was heading.

I was so caught up in the serenity of it all that when I looked to the east and saw a small town I wasn't sure whether it was Acme, Linden or Irricana, nor did I care. I wasn't sure exactly where I was and it didn't really matter because I was somewhere on that dotted line between Red Deer and Indus. A glance at the ground directly below me showed an airplane shadow that wasn't mine and moving faster. Over head at about 600 feet higher passed a Piper Commanchie. I thought

to myself that when I was flying Commanchies I was having no more fun than I was having right now. Sure you get there faster (3 to 4 times) but nothing can compare with leisurely motoring across the sky in the open air, with visibility that enclosed pilots can only dream of.

Next thing I knew I was approaching Airdrie, the Calgary and Chestermere Lake. A few minutes later I was arriving at the field where I circled and gently touched down on runway 10. The winds had diminished to almost 0/0 by now. Total time ramp to ramp was 1 hour, 22 minutes. What a flight, what a day, and what an airshow. It was so nice I left the hangar door open to go flying again later that evening.

Why don't you start planning for next year. I am.

Lethbridge Air Show

A few days ago I received a call from Elbert Paxman of Glenwood, inviting us to the 3rd Annual Lethbridge Air Show. Ultralights are going to meet at Hugh Lacock's field and fly into the Air Show together. Anyone interested please contact me ASAP.



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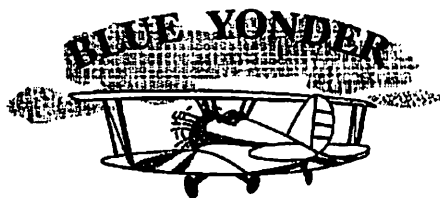
Director
Stu Simpson 255-6998

Skywriter Editor
Bob Kirkby 569-9541

Skywriter is the official publication of the Calgary Ultralight Flying Club and is published 12 times per year. Opinions expressed by our writers are not necessarily those of the club. Articles and letters to the editor are very welcome from any readers. Address correspondence to: Bob Kirkby, RR 7, Calgary, AB T2P 2G7

Meetings of the Calgary Ultralight Flying Club are held the first Wednesday of every month at 7:30pm at

R.C.A.F. Association
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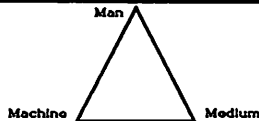
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Wayne Winters is back again!

Safety Corner

by Paul Hemingson



Flying Ahead of Your Airplane

This month I would like to share a few thoughts about reaching your goal. Your goal might be to reach a certain airport, or a friend's airstrip, or a good fishing lake, or whatever. To get there safely usually requires a little forethought on your part. One of the primary characteristics of safe pilots is that they plan ahead. This is what is known as staying "ahead of your airplane". Staying ahead in your thoughts as well as your actions.

I hesitate to keep harping on safety... its petty dry stuff for the most part. I have to admit the alternative is pretty exciting... i.e., by not planning ahead you ensure yourself of some pretty exciting adrenaline rushes. I like my life to be pretty boring, since even on a well planned flight there is enough unplanned excitement for me to satisfy my "rush quotient". One of these days safety will be the "in thing" to do and we will all be a little safer. At this point in time it is up to you to be as safe as you can. It's your mandate. Practicing safety is not a sissy thing to do. Do it, and note how contagious the infection is among your flying buddies. Deep down inside they also value their hides. Safety is contagious. Spread the infection far and wide.

To reach your goal there are two elements worth considering. Simply stated, these are having the "end in mind" and to "do what needs doing first". Sounds simple enough, but these two tenants of aviation wisdom are often glossed over. Let's illustrate these two concepts with an example.

Consider you are going for a cross-country flight... not a long one... let's say it's 100 miles or less... or in terms of time, about two hours. What planning is required?

Obviously, you want to reach your destination. That is the objective or goal of the flight. So, you have a clear idea of what you're doing, and why. Keep it in mind. One word of caution. Do not focus on your goal as the "be all" objective. Alaska or bust is not the right attitude for safe flying. Sometimes you have to modify your plans instead of pushing on to reach the ultimate goal. Consider it a minor delay, not a setback. Pushing on in spite of conditions or concerns is another trap. But first things first.

Most of us are aware of the usual things we need to do to plan a flight. Winds, weather, fuel required, the airworthiness of your machine. But there are a few other things to consider.

Do you have a watch? Many pilots have stuck one of those small drugstore variety digital clocks onto their aircraft. They are lightweight, cheap and easily attached with velcro or glue and the batteries will last a year or more. They are also a visual reminder to check your progress or speed relative to the ground. Many an ultralight pilot has encountered smooth headwinds that eat dramatically into his fuel supply. Smooth air might lull you into thinking that the winds aloft are negligible and you will find too late that your fuel supply is short of your destination. Have you planned for an alternate airport to re-fuel? Assuming that two and a half hours of fuel is enough for a two hour flight is the kind of thinking that trapped quite a few ultralight pilots.

Did you remember to write down the frequencies of any airports you might use enroute. Or the air-to-air frequency if you are flying with a buddy. Or the ATIS frequency to catch some idea of enroute weather conditions/changes. Did you remember the ground frequency to use so you don't look like an amateur? Thumbing through your frequency guide and trying to keep the pages open and read a frequency at 100 kilometers per hour is a real challenge. Many of today's hand-helds have a memory capability where you can switch around very efficiently. If the trip is over a few days, you will also want to remember to take your battery charger for the radio or a spare battery pack.

How about sunglasses? Minor item, but if you forget 'em you are likely to become fatigued.

A little snack tucked in your pocket is also a good idea. I also like to take a few basic tools, a spark-plug and a few tie-wraps along with some dog style tie-down stakes in case an out-landing means an overnight stay for me or the machine. Here is another thought. Did you remember to take a few quarters for emergency phone calls from a pay-

phone? Or maybe you have one of those "calling card" numbers. Do you have the number with you.

Sure, these are details, but that is what safe piloting is all about. Planning ahead, deciding on what preventative measures to take. If prevention fails, then we have a back-up plan, or what educated folks call a contingency plan. Common sense yes, but uncommon practice.

In summary, have your goal in mind, but don't focus on it at the exclusion of all else. And above all, do the first things first. Doing this will help to ensure you're flying "ahead of your airplane".

Classified

Sales or Trade - Hi-grade gold mine, just staked June 1, 1993. Million \$ Pit, ready for drilling or shaft sinking in the north country, close to good fishing. Terms: \$1000. on closing, 2 x \$20,000. option payment over a year and a 5% N.S.R. Will trade the 2 option pyts for 2 small airplanes, such as perhaps Easy-Flyer or Parasol, etc. Knud Rasmussen 403-873-2133.

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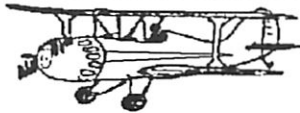
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Classified ads are free to CUFC members. Call Bob Kirkby, 569-9541 to place your ad.

One Pilot's Opinion

by Bob Kirkby



Another Airshow Adventure

The wind blew briskly across the runway as I rolled my Renegade out of its hangar. Except for the stiff breeze it was a perfect day. A few altocumulus floated around, blocking the sun now and then. It was warm enough that I worked up a sweat pouring fuel into my top wingtanks from the jerry cans I had carefully mixed the oil and gas in. It was Friday, July 30, and I was busy loading up for another trip to the Red Deer International Airshow.

I had just checked with weather, for the third time today, and was satisfied that nothing ominous stood in my path. The wind conditions were a little less than desirable, 270 at 10 gusting to 20 kts, which meant a headwind component all the way and some challenging runway work, but not enough to deter me. I carried on

loading up.

After filling my tanks, I stowed a small suitcase in the front with enough cloths and snacks for the weekend. Then I strapped a 5 gallon jerry can of fuel into the front seat. Some time ago I removed the rarely-used front stick to avoid the possibility of the controls becoming jammed by "baggage" in the front. I carefully folded my VNC to the right section and stashed it in a side pocket with my kneeboard, plugged my ICOM A20 into the intercom and antenna, and I was ready.

Well almost. Time for the walk-around. I started in my usual spot and proceeded around the airplane inspecting every nut, bolt, turnbuckle and hinge point, looking for anything unusual. It occurred to me that I had done things backwards. What if I found a problem and had to spend the

rest of the day fixing it. I should have loaded the airplane after the walk-around. Fortunately everything checked out, so I climbed aboard, plugged-in and buckled-up.

As I taxied out to the button of 34, I watched the windsock dancing in the direction of runway 10-28, which I haven't built yet! I reminded myself that with the extra weight, warm temperature and healthy crosswind, I had better pay close attention to this takeoff. I opened the throttle, applied a measured amount of left stick and worked the rudder like a peddle-boat at Calaway Park. Half way down the runway the right wheel lifted off first, then the left and we started our climbout with a 10 degree bank to the left. That was ok, the last thing I wanted was to drift off to the right where my windsock was firmly planted on a 4x4 post. Suddenly the Renegade seemed to come alive as it entered its natural environment and quickly settled into a 20 degree crab by the time we crossed the power line at the end of the runway. It was almost as if it knew where it was going and set up a perfect heading without delay.



Bob's Renegade and Wayne's E-Z Flyer on static display at Red Deer.

Thus began a long weekend of fun and sun at the 10th Anniversary of the Red Deer Airshow.

After an enjoyable hour enroute I came to Innisfail and contacted Red Deer Radio to announce my approach. I was asked to hold over Innisfail while a T33 did a high-speed pass over the runway. Sure thing - don't want to mix it up with that fellow. After 5 minutes of holding I was beginning to wonder just how fast this high-speed pass really was. Just then Red Deer Radio told me to proceed straight in on 34 and watch for the C172 on my tail. I acknowledged the clearance and firewalled the throttle, keeping it there until I crossed the numbers. After rolling to a stop I checked the time and noted an elapsed time of 01+15.

Once on the ground I was once again warmly greeted by the ground crew who immediately
(continued on page 5)

(Opinion - continued from page 4)

helped me roll the Renegade into a cavernous hangar for the night. While there are always a few people who look down their noses at ultralight pilots at the airshow, the Red Deer ground crew is the friendliest bunch of guys there. They were quite disappointed that their buddy "Stu" wasn't going to be there this year.

I kicked around the airport for a while and then went to the airshow office to check in. After collecting the info kit for the "Ultralights", as our group was referred to, I ran into John Collins and his wife. They had just arrived in their home on wheels and planned on camping in the RV area overnight. We did some hangar flying in the sunshine for a while, then I headed into the Red Deer Lodge via the free taxi provided by the Air Show.

Don Rogers and Gord Tebbutt had planned on flying to Red Deer on that Friday as well, but, unfortunately they had to cancel. They did, however, drive up on Saturday. Don and Elinore stayed for the day and Gord stayed for both days, selling club hats and pins and doing a great job of promoting the club.

I arrived at the airport bright and early Saturday morning to partake of the complimentary breakfast (pancakes, ham and eggs). Then, after inspecting my airplane, which was already sitting in its designated position for static display, I proceeded to the briefing room to mix it up with the hot-dog pilots. I had resigned myself to the fact that I was the only CUFC pilot to show when, half way through the briefing, Wayne Winters arrived. Wayne flew up early Saturday morning in his E-Z Flyer, and arrived just in time after a grueling 3 hour flight. It was unfortunate we only had two airplanes compared to the six we had there last year, but two is better than one, which of course is better than none.

We did our fly-by at about 1100 hours and all went well. The rest of the day was spent talking to the public about our airplanes and ultralight flying in general. Gord set up the C.U.F.C. table next to my airplane and the most frequent question I encountered all day was, "Is that an ultralight?" I would point to the ident on the tail and reply, "Sure is!"

By the time the Snowbirds closed out the show for the day, I was starving and bushed. As soon as the crowd dissipated I rolled my Renegade into the hangar and caught a ride into town with Don and Elinore. I had an enjoyable dinner with Gord, Don,

Elinore and Don's nephew, then they headed back to Calgary and Gord and I collapsed in our "free" rooms for the night.

On Sunday we did it all over again, only this time the crowd was bigger. That meant lots more talking and lots more fun. Snowbird Glenn Kerr (from Wetaskiwin) came over to look at the Renegade and chat for awhile. He was particularly interested in my IVOPROP. I asked him more questions than he asked me however. I was surprised to learn that they only put in about 350 hours per year. This is built up over about 75 shows and two practices per day in the winter. When I showed my surprise he pointed out that their routine is only 8 minutes long. Well I'll be. When I'm watching those guys fly I get so lost in space I'd swear it was at least half an hour long.

After the show was over I decided to stay and fly back on Monday. Gord gave me a ride back to the hotel before heading back to Calgary. The airshow people had given us free passes to an aviation film festival that was on each evening from Thursday to Sunday. I decided to take it in after grabbing a bite to eat. That evening they showed a documentary on Canadian bush pilots which was quite interesting. The second film turned out to be much more interesting. It was a documentary on the building and first flights of the Gee Bee replica built by Steve Wolf and flown by Delmar Benjamin. It also contained footage of the original Granville Brothers' Gee Bee's and the only successful flights piloted by Jimmy Doolittle. After Doolittle won the Thompson Air Race Trophy in 1931 and 1932 he refused to continue flying the Gee Bee, which he claimed was the most dangerous airplane he had ever flown. The four original Gee Bees crashed and killed the pilots that flew them. Not only is it amazing to see Delmar Benjamin fly the Gee Bee replica, which the only surviving Granville Brother, Zantford Granville, claims is an exact replica, but he does aerobatics in the thing as well. Last year he also won the Reno Air Race in the Gee Bee, clocking over 300 mph.

That was a great way to top off an aviation weekend. Monday morning I allowed myself to sleep in an extra hour before heading out to the airport for the flight home. The beautiful weather of the weekend had soured a bit with overcast and haze. Since this was reminiscent of last year at this time, I immediately headed for Flight Services to check out the weather. Ahead of me were a couple of USAF A10 pilots trying to fill in a flight plan.

After they got through the form they turned it over and tried to fill in the back. The snickering FSS guys let them struggle for a few minutes before telling them they didn't have to fill in the French side as well.

After they finished joking with the A10 pilots I got the Calgary weather and forecast. Although it was hazy the ceiling was 7000 and the forecast was good so I headed for the hangar to roll out my airplane. After the usual procedure I headed out and bid good bye to Red Deer Radio over Innisfail.

Stu was spending the weekend in Three Hills so I had planned on stopping off there on my way back if the weather wasn't deteriorating. After flying for 20 minutes it looked good so I turned towards Three Hills. Not having been there before I pulled out the VNC and started following rivers and roads until I sighted the town. The Three Hills airport is on the east side of town so as I passed overhead I flew three circles around the town (it's not very big) hoping that Stu would hear me and trundle out to the airport to say hello. It didn't work. I landed and waited in the pilots' shack for 20 minutes but nobody showed up. Although I had the phone number of where he was staying I only had \$.20 in coins, so the pay-phone graciously provided for itinerant pilots was of no use to me.

Having made my attempt at a social call, I climbed back in the cockpit and headed home. The final leg of the flight was enjoyable and just before landing on my home strip a few drops of rain splattered on the windshield. When I rolled to a stop I quickly pushed my airplane into its hangar and began to unload.

Just before closing the hangar doors I patted my bi-plane on the cowling and said, "Thanks for the great weekend."

New Members

Doug Paslawski 275-5006

Doug is 27 years old and works as a Professional Engineer for the Jumping Pound gas plant. He soloed on July 9, 1993.

George Oliver 604-347-9336

George is a carpenter and is 34 years old. He started flying on June 28, 1993 and soloed 6 days later.

Mike Koons 293-8776

Mike is in his late 20's and works overseas in the oil patch (Siberia right now). He has started flying lessons and loves it!

Stew Galambos 242-1492

Stew is 40 and works for the C.P.R. as a Locomotive Engineer. Stew soloed on August 5, 1993.

A Little Prop Wash

by Douglas J. Ward

We have now passed the Spring part of this year as a club and I feel it should be time for me, as your Vice- President, to reflect back. I hope that all members feel, as I myself do, that we have accomplished some creditable things as the Calgary Ultralight Flying club. I now must scan back through copies of Skywriter to make sure I get all the names and times right.

At our December meeting the club held an election to replace some of the executive. Wayne Winters was elected President and I was elected Vice-President. Paul Hemingson was gracious to stay on as Past-President to help Wayne and myself get a good start. The other executive members hopefully will not change until January 1994. I don't think we can fare well without them. Also, a great round of applause for Bob Kirkby who edits the Skywriter. We also were fortunate enough to have our after-Christmas "Christmas party" at the beautiful home of member Larry Everett. Thanks very much for your hospitality, Larry.

There was a lot of discussion about the Regulations. We were able to interpose some ideas which we felt could help the regulators come up with a set of rules which allowed the "I" flyers to safely carry on. We may just seem like a small noise out in the west to Transport Canada, but to ourselves we are a very important part of the whole flying process. I personally feel that they do listen to us and our opinion does carry some weight. We are a strong Canadian ultralight organization and I feel that TC does listen to the people it regulates.

However, sometimes it takes a lot of lobbying. We must, however, be sure that what results is best for all people in the ultralight flying community.

Lots of airplane construction going on in our club. Great to see Bernie Kespe is getting a new set of wings. Ray Mackel is really excited about his Renegade. Wayne is still perfecting the EZ-Flyer. Letters from member Paul Pontois in Quebec indicate that some of those fellows are also in the ultralight construction business. Chris Kirkman's and Bob Campbell's aircraft projects are proceeding well. My RX650 is still in the hold stage. More info is needed for me to safely proceed with the finishing up. Hopefully no other members will run into the trouble with their aircraft construction that I have run into with mine.

The Peace River Invitational Air Show trip was a success. Thanks to Don Rogers and the other aviators who flew there and back. This does indeed show that competent ultralight pilots are able to successfully complete a long distance trip.

I was unable to attend Bob Kirkby's second annual Fly-in (or drive-in) breakfast event, but knowing that the weather appeared great that morning, I will assume that it was another success.

In closing, I hope that we are able to maintain the excellent string of speakers which we are lucky enough to obtain for our meetings. Wayne is doing a great job on that. We won't have to worry, for a while, about our meeting place. The RCAF Association has invited us to stay for at least another year. Hopefully all members have a great summer of safe flying. I want to see you all at our September meeting. See you there!

Coming Events

Aug 14 - Second Annual Villeneuve Airport Open House. 0900 to 1400 at Villeneuve Airport. For info call Alan Bissonnette 460-8281.

Aug 14 - 3rd Annual Lethbridge International Air Show. For info call 329-3644.

Sep 4-6 - Canadian National Aerobatic Championships, High River. For info call Gerald Deines 652-4991.

Sep 5 - Sundre Flying Club's Annual Pancake Breakfast. For info call Larry Nielson 638-3168.

Sep 6 - Stettler Flying Club's Annual Labour Day Fly-in Breakfast. For info call Bob Airey 742-2874.

Sep 12 - Wetaskiwin Flying Club's Annual Fly-in Barbeque, Wetaskiwin Municipal Airport. 1100 hours to 1500 hours. Enjoy a day at the Reynolds-Alberta Museum. For info call Brett Binnie 352-1883.

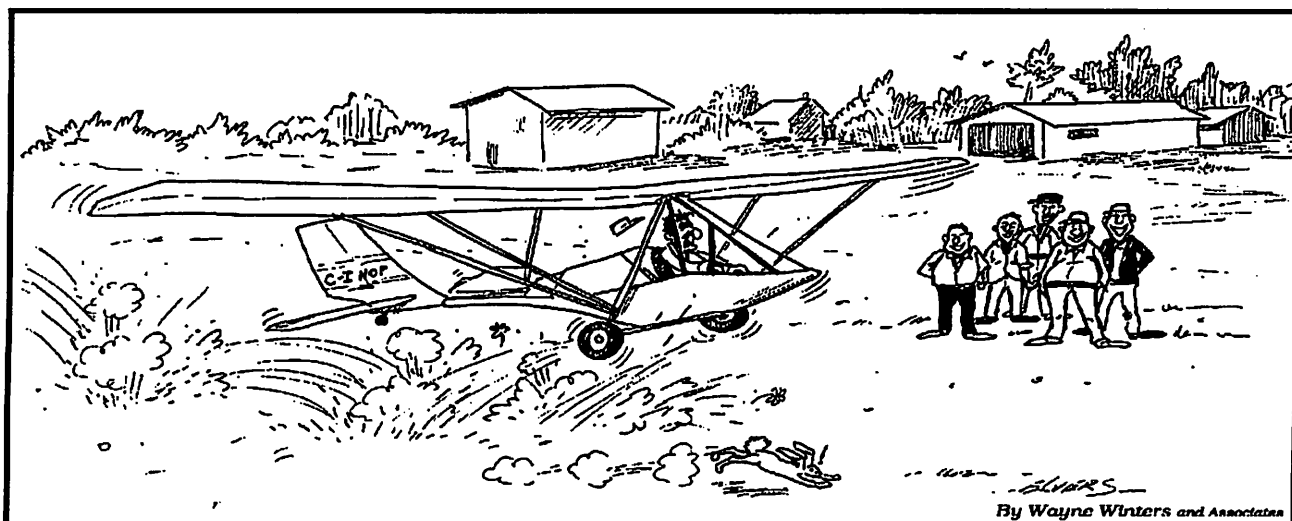
First Solo Congrats

(Pictures next month)

George Oliver - July 3, 93

Doug Palawski - July 9, 93

DON'T YOU JUST LOVE IT WHEN



... you make a good landing and there is no one around .